

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1.-26. (canceled)

27. (currently amended) A control apparatus of an internal combustion engine comprising:

a brake booster for increasing a brake force of a brake by using a negative pressure of an intake pipe employed in the internal combustion engine; and

an ignition retarding control means for executing ignition retarding control to retard an ignition timing at a cold start in order to promote an operation to heat a catalyst for cleaning exhausted gas,

wherein the ignition retarding control means starts the ignition retarding control after a predetermined time lapses since a start, and

~~The control apparatus of claim 2, wherein the predetermined time represents a period of time beginning at a start of the engine and ending at a time that the negative pressure of the intake pipe reaches a predetermined value.~~

28. (currently amended) A control apparatus of an internal combustion engine comprising:

a brake booster for increasing a brake force of a brake by using a negative pressure of an intake pipe employed in the internal combustion engine; and

an ignition retarding control means for executing ignition retarding control to

retard an ignition timing at a cold start in order to promote an operation to heat a catalyst for cleaning exhausted gas,

wherein the ignition retarding control means starts the ignition retarding control after a predetermined time lapses since a start, and

~~The control apparatus of claim 2, wherein the predetermined time represents a period of time beginning at a start of the engine and ending at a time that the negative pressure of the brake booster reaches a predetermined value.~~

29. (canceled)

30. (currently amended) A method of controlling an internal combustion engine, the method comprising:

increasing a brake force of a brake by using a negative pressure of an intake pipe employed in the internal combustion engine; and

executing ignition retarding control to retard an ignition timing at a cold start in order to promote an operation to heat a catalyst for cleaning exhaust gas,

wherein execution of the ignition retarding control is started after a predetermined time lapses since a start, and

~~The method of claim 29 wherein the predetermined time represents a period of time beginning at the start of the engine and ending at a time the negative pressure of the intake pipe reaches a predetermined level.~~

31. (currently amended) A method of controlling an internal combustion

engine, the method comprising:

increasing a brake force of a brake by using a negative pressure of an intake pipe
employed in the internal combustion engine; and

executing ignition retarding control to retard an ignition timing at a cold start in
order to promote an operation to heat a catalyst for cleaning exhaust gas,

wherein execution of the ignition retarding control is started after a predetermined
time lapses since a start, and

~~The method of claim 29 wherein~~ the predetermined time represents a period of time beginning at the start of the engine and ending at a time a negative pressure of a brake booster, which performs the increasing of the brake force of the brake, reaches a predetermined level.

32. (currently amended) A method of controlling an internal combustion
engine, the method comprising:

increasing a brake force of a brake by using a negative pressure of an intake pipe
employed in the internal combustion engine; and

executing ignition retarding control to retard an ignition timing at a cold start in
order to promote an operation to heat a catalyst for cleaning exhaust gas,

wherein execution of the ignition retarding control is started after a predetermined
time lapses since a start, and

~~The the method of claim 29 further comprising~~ comprises measuring a time period beginning at the start of the engine and ending at a time when the negative

pressure of the intake pipe reaches a predetermined level, and storing the measured time period in a memory for later use as the predetermined time.

33. (currently amended) A method of controlling an internal combustion engine, the method comprising:
increasing a brake force of a brake by using a negative pressure of an intake pipe employed in the internal combustion engine; and
executing ignition retarding control to retard an ignition timing at a cold start in order to promote an operation to heat a catalyst for cleaning exhaust gas,
wherein execution of the ignition retarding control is started after a predetermined time lapses since a start, and
~~The the method of claim 29 further comprising~~ comprises measuring a time period beginning at the start of the engine and ending at a time when a negative pressure of a brake booster, which performs increasing the brake force of the brake, reaches a predetermined level, and storing the measured time period in a memory for later use as the predetermined time.